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68TH CONGRESS }
2d Session }

SENATE

{ REPORT
No. 994

MERGER OF STREET RAILWAY CORPORATIONS IN THE DISTRICT OF COLUMBIA

FEBRUARY 3 (calendar day, FEBRUARY 4), 1925.—Ordered to be printed

Mr. BALL, from the Committee on the District of Columbia, submitted the following

REPORT

[To accompany S. 4191]

The Committee on the District of Columbia, to which was referred the bill (S. 4191) to permit the merger of street railway corporations operating in the District of Columbia, and for other purposes, having considered the same, reports favorably thereon with recommendations that the bill be passed.

The subcommittee appointed by the committee has held joint hearings with the subcommittee appointed by the committee of the House, at which the companies interested, the Public Utilities Commission, and the public were represented.

The matter of street railway merger in the District of Columbia has occupied the attention of the committees of Congress for many sessions past. The sentiment is unanimous that a consolidation is greatly to be desired from the standpoint of more efficient and economic public service. The Public Utilities Commission has repeatedly recommended enabling legislation which will permit such a merger. Hearings before the present committee and the committee of the previous sessions have disclosed a widespread public demand for such a merger.

Representatives of the street railway companies have stated that a merger is possible if authority is granted and the present statutory inhibitions are removed. Section 1 of the bill grants the necessary authority, and section 2 removes the existing statutory inhibitions. Both are essential in the opinion of the committee. Consideration has been given by the present committee to legislation which will compel such a merger, but in view of the companies' expressed willingness to endeavor to merge upon obtaining authority and

removal of existing inhibitions, the present bill has been drafted by the corporation counsel of the District of Columbia under the instructions of the committee and is designed to give the railway companies the opportunity of effecting a voluntary merger. If this is not done within a reasonable time, Congress will still have the power to pass such additional legislation designed to achieve the purpose as it may see fit.